

Function	Failure Condition Hazard Description	Phase	Effect of Failure Condition on Aircraft/Crew	Classification	Reference to Supporting Material	Verification
Display of attitude information to control roll and pitch	Loss of primary means of attitude information used for control in roll and pitch. Information from standby or other means still available.	All	Crew would not be able to use primary means of attitude information, and would have to resort to standby or other means. As long as it is clear that the primary means cannot be relied upon, then using the standby or other means would create an increase in crew workload, but doubtful anything more severe. Hypothetical cases where it is not clear as to the integrity of the information may come under the "Misleading attitude information" case below.	Major	AC 23.1311-1B more additional guidance.	Qualitative analysis. May require FTA May use PSSA or SSA
Display of attitude information to control roll and pitch	Loss of all means of attitude information.	All	If certified for IFR operation, the crew would not have sufficient information to maintain a proper attitude and would likely inadvertently exceed attitude limits, which could result in the loss of control of the aircraft.	Catastrophic	AC 23.1311-1B more additional guidance.	Quantitative (FTA) and Qualitative analysis. May use PSSA or SSA

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*Note: This sample FHA is intended to be a guide for format purposes only to illustrate what items should be considered when performing an FHA. Since other pertinent information regarding the type of airplane and its features is not provided, the technical content may not be appropriate for other airplanes.

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Function	Failure Condition Hazard Description	Phase	Effect of Failure Condition on Aircraft/Crew	Classification	Reference to Supporting Material	Verification
Display of attitude information to control roll and pitch	Incorrect attitude information on one display, but not on all displays (not misleading in nature).	All	Generally, this condition would be the incorrect attitude with warning on one means of attitude information. For this condition, the crew would realize that this information was incorrect. If there is any chance this would not be clear, the scenario would have to be considered "Misleading attitude information" as described below.	Major	AC 23.1311-1B more additional guidance.	Qualitative analysis. May require FTA May use PSSA or SSA
Display of attitude information to control roll and pitch	Misleading attitude information. Note: Failure condition with misleading data that is provided to the autopilot that is handled with the autopilot failure conditions.	All	If certified for IFR operation, the crew would unknowingly follow incorrect attitude information, and inadvertently exceed attitude limits which could result in the loss of control of the aircraft.	Catastrophic	AC 23.1311-1B more additional guidance.	Quantitative (FTA) and Qualitative analysis. May use PSSA or SSA
Display of powerplant indication oil pressure	Total Loss of display of oil pressure	All	Assumes oil temperature is used as a backup	Minor	AC 23.1311-1B more additional guidance.	Design and Installation Appraisal
(Next function)	(Next failure condition, and so on)					

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